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Sizewell C – Transport Monitoring Report

April 2024

Sizewell C Limited. Registered in England and Wales. Registered No. 09284825 Registered office: 90 Whitfield Street, London W1T 4EZ

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DOCUMENT CONTROL

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Revision history / Record of comments

Revision	Amendment	By	Date
1	Inclusion of Compliance Data at Executive Summary	Joseph Hough	23/08/2024

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References and Definitions

Term / Abbreviation	Definition
DCO	Development Consent Order
TRG	Transport Review Group
CWTP	Construction Worker Travel Plan
CTMP	Construction Traffic Management Plan
TIMP	Traffic Incident Management Plan
Abnormal Indivisible Load (AIL)	A vehicle having one or more of the following characteristics on any part of the vehicle combination: <ul style="list-style-type: none"> i. a gross vehicle weight of more than 44,000kg; ii. an axle load of more than 10,000kg for a single non-driving axle and 11,500kg for a single driving axle; iii. a width of more than 2.9 metres; iv. a rigid length of more than 18.65 metres; v. the vehicle load projects over the front or rear of the vehicle by more than 3.05m or more than 305mm over the side of the vehicle; or vi. is a Part 2 vehicle combination (N3 vehicle and trailer) of greater than 25.9m total length.
Heavy Goods Vehicle (HGV)	A goods vehicle >3.5 tonnes and ≤ 44 tonnes gross vehicle weight (maximum allowable total weight when loaded).
Heavy Duty Vehicle (HDV)	HGVs and buses
Light Goods Vehicle (LGV)	A goods vehicle with a maximum gross weight of up to 3.5 tonnes.
Early Years	The construction period up until the Sizewell Link Road (SLR) and Two Village Bypass (TVB) are available for use.
TMR	Transport Monitoring Report
MDS	Main Development Site, which includes the main construction area (MCA), temporary construction area (TCA) and ancillary construction area (ACA), which is also known as Land East of Eastland Industrial Estate (LEEIE)
MCA	Main construction area
TCA	Temporary construction area
ACA	Ancillary construction area, which is also known as Land East of Eastland Industrial Estate (LEEIE)
AD	Associated Development site
Monitor	A quantity/value/measure which is required to be observed and reported upon as defined in the CTMP, CWTP and TIMP
Control	A comparison between data collected via monitoring to review actual performance against agreed caps as defined in the CTMP, CWTP and TIMP

Executive Summary

1. This Transport Monitoring Report (TMR) summarises the position of the Sizewell C Project from a transport perspective for the previous month – i.e. 1st to 31st March 2024.
2. A summary of the transport monitoring is provided as part of this Executive Summary. This is composed of a table detailing the level of compliance or corresponding statistic to each monitoring requirement.
3. The compliance table provides a summary of the monitoring reference as per the 22 CTMP / CWTP monitoring or control requirements and corresponding documents.

Compliance with transport monitoring/controls

Number	Item	DCO Requirement	TMR Paragraph Reference	Monitoring Indicator
CWTP Requirements				
1	Mode Share – Construction workers	Monitor	2.3	Not Currently Available
2	Mode share - visitors	Monitor	2.3 (ii)	Not currently available
3	Car movements in / out of MDS car park	Monitor	2.4	Not currently available
4	Cycle/Motorcycle Parking Utilisation	Monitor	2.5	3 Cycles and 1 Motorcycle
5	Patronage of each Bus Service	Monitor	2.6	Not currently available
6	Profile of Bus Arrivals to / from MDS	Monitor	2.7	Not currently available
7	Mode Share of the AD site Construction Workforce	Monitor	2.8	Not currently available
8	Fly parking	Monitor	2.9	No Instances
CTMP Requirements				
9	Road, Rail, Marine Mode Share to / from the MDS	Monitor	3.2	100% Road Freight
10	HGV routes to / from the MDS	Control	3.3 (i)	99.7%
11	Directional split of	Monitor	3.3 (ii)	37% South / 63% North

Number	Item	DCO Requirement	TMR Paragraph Reference	Monitoring Indicator
	HGVs			
12	Daily HGV / HDV Movement Caps	Control	3.3 (iii)	100%
13	Network Peak Hour HDV / HGV Movement Caps	Control	3.3 (iv)	100%
14	Shoulder Peak Hour HDV / HGV Movement Caps	Control	3.3 (v)	100%
15	HGV timing restrictions	Control	3.3 (vi)	100%
16	Best Practice Fleet Operation	Monitor	3.3 (vii)	91.2%
17	HDV Emission Standards	Monitor	3.3 (viii)	Full details not available
18	HGVs between MDS and the LEEIE	Monitor	3.4	No Instances
19	HGVs to / from the Associated Development sites	Monitor	3.5	No instances
20	LGVs to / from the MDS	Monitor	3.6	No exceedance
21	LGVs to / from postal consolidation facility and SPR	Monitor	3.7	Not currently available
22	AILs by road to / from the MDS	Monitor	3.8	100%

4. Trend analysis dated from commencement of the DCO for the following criteria has also been conducted to provide an overview of some of the transport-related monitoring requirements for the lifecycle of the project to date:

- Number of two-way HDV movements per day in comparison to the HDV cap;
- Number of two-way LGV movements per day;
- Number of AIL deliveries recorded per month; and
- Directional split of HGVs

Figure 1 – Number of two-way HDV movements per day vs HDV Cap

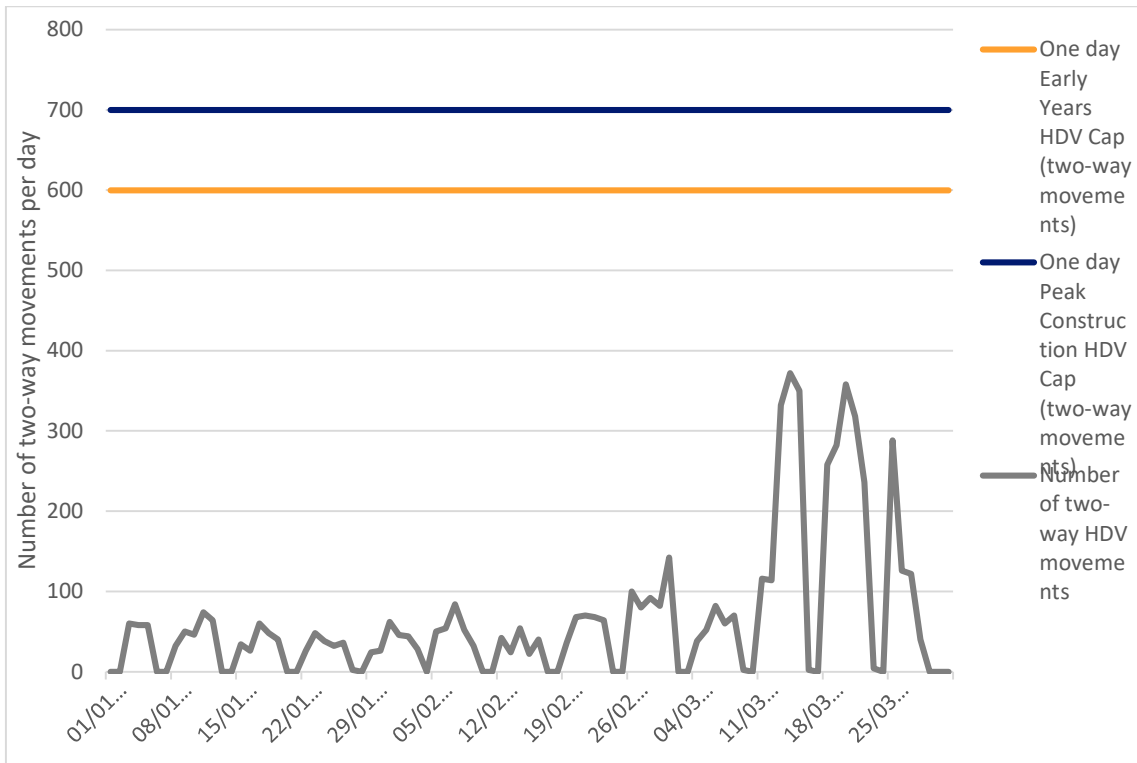


Figure 2 - Number of actual vs assessed two-way LGV movements per day

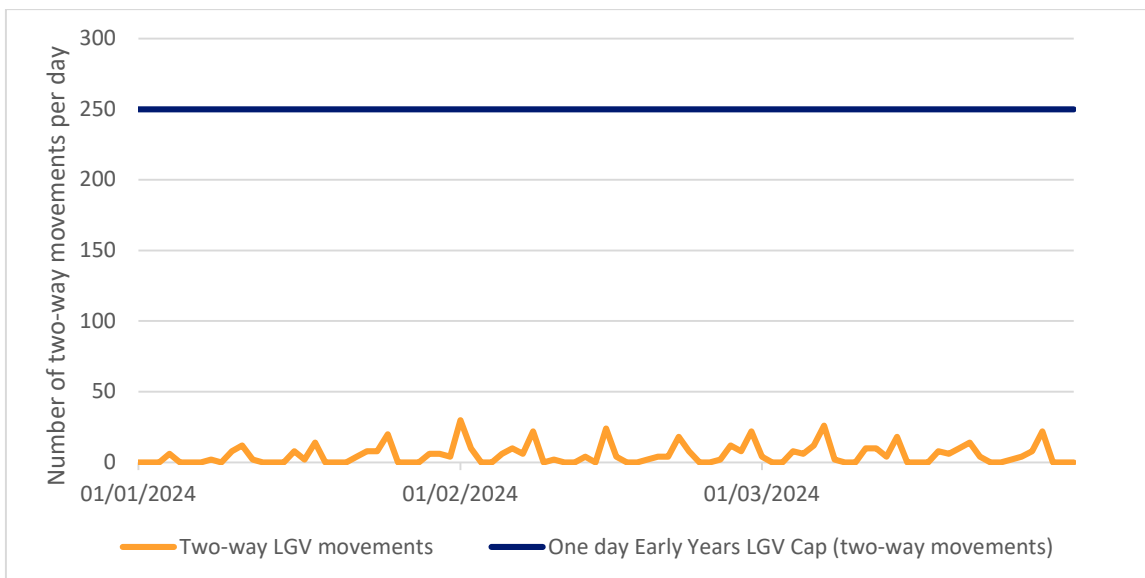


Figure 3 –Number of AIL Deliveries per day to date

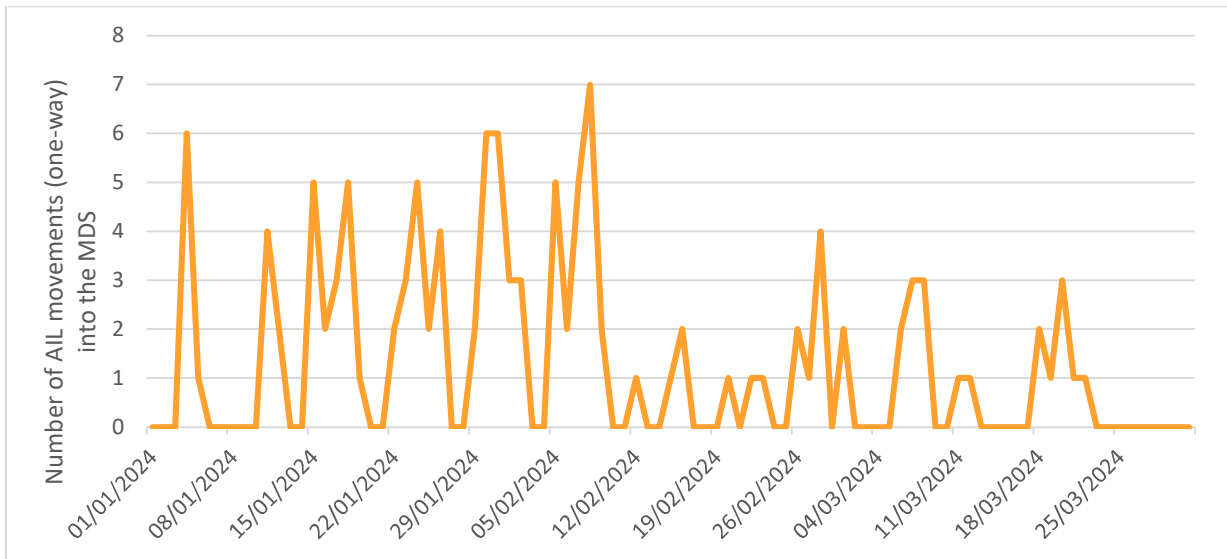
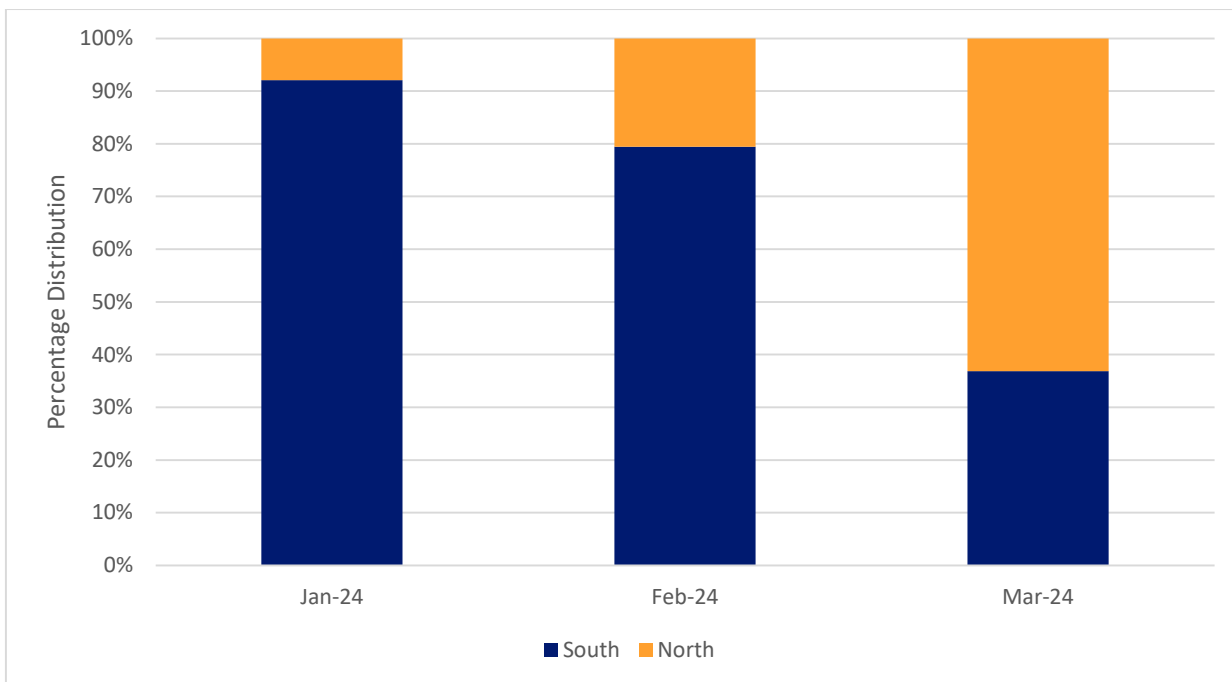


Figure 4 – Directional Split of HGV Deliveries per month



1 Introduction

- 1.1.1 The Development Consent Order (DCO) for Sizewell C requires NNB Generation Company Limited (Sizewell C) to implement a series of transport management plans until the end of the construction period. These consist of the Construction Worker Travel Plan (CWTP), Construction Traffic Management Plan (CTMP) and the Traffic Incident Management Plan (TIMP).
- 1.1.2 Further to the requirements set out in each management plan, Sizewell C must prepare a Transport Monitoring Report (TMR) for consideration by the Sizewell C Transport Review Group (TRG) to enable compliance against the management plans to be reviewed throughout the construction programme.
- 1.1.3 The TRG is composed of East Suffolk Council (ESC), Suffolk County Council (SCC), National Highways (NH), Suffolk Constabulary (SC) and Sizewell C. It met for the first on 25th January 2024 following commencement of the Sizewell C DCO on 15th January 2024.
- 1.1.4 This report has been prepared by Sizewell C to inform discussion at the meeting on 25th April 2024 and reviews the position for the previous month – i.e. 1st to 31st March 2024. This will be the last such report that reviews a previous month's data given, from the TRG meeting in July, reviews and meetings will be conducted quarterly.

1.2 Report Scope

- 1.2.1 The report has been structured as follows:
- Section 2 – Monitoring of Construction Worker Movements;
 - Section 3 – Monitoring of Freight Movements;
 - Section 4 – Updates on the TIMP implementation; and
 - Section 5 – Stakeholder Engagement Update.

2 Monitoring of Construction Worker Movements

2.1 Introduction

2.1.1 The compliance requirements for monitoring Sizewell C construction workforce movements are set out in paragraph 5.5.1 of the CWTP:

“Sizewell C must prepare a monitoring report, summarising the data in Table 5.1, and submit it to the TRG for review.”

2.1.2 The remainder of this section sets out the position for the month of March 2024.

2.2 Construction Programme and Workforce Profile

i) Construction activities

2.2.1 The key construction activities occurring at the main development site (MDS) and associated development site (AD) sites is summarised below.

MDS

- Site establishment activities remain ongoing at the TCA, MCA and ACA; and
- Construction of the office and welfare accommodation at the ACA. This work remains ongoing.

ii) Workforce numbers

2.2.2 The observed average number of workers per day at the MDS during Quarter 1 2024 is reported in **Table 2.1**.

Table 2.1 – Average Daily Sizewell C Workforce numbers – MDS – Q1 2024

Month	Workers
January	326
February	501
March	536

2.2.3 A forecast¹ is provided to the TRG for Quarter 2 2024 as per **Table 2.2**:

Table 2.2 – Average Daily Sizewell C Workforce numbers – MDS – Q2 2024

Month	Workers
April	620 – forecast
May	650 – forecast
June	725 – forecast

2.2.4 It is concluded that the workforce is increasing moderately, and that this element be **kept under review** by the TRG.

¹ Workforce numbers marked as ‘forecasts’ are indicative – i.e. they do not take account of the 5-day rule for SZC worker classification.

2.3 Mode Share

i) Construction Workers

2.3.1 As required in Tables 3.2 and 3.4 of the CWTP, Sizewell C has a requirement (monitor) to meet a series of mode share targets in respect to construction worker travel to (unidirectional) the MDS and Northern and Southern Park and Ride sites.

2.3.2 Review has been undertaken by Sizewell C as follows:

- Since the P&R sites remain at pre-construction stage, only the MDS is generating trips at the time of writing;
- The mode share targets to be met during the Early Years are confirmed in **Table 2.3** below, and to be achieved therefore prior to the Peak Construction years commencing;
- Review by the TRG of target-compliance, as per the CWTP, is to be:
 - percentage-based, as opposed to reviewing absolute numbers of workers per mode; and
 - account for final mode trips only in one direction, therefore, worker trips to the MDS.

Table 2.3 – Early Years Mode Share Aim Targets – MDS

Final Mode of Travel to MDS	Mode Share target
Walk/Cycle	2%
Car Driver	13%
Car Passenger	6%
Direct Bus	39%
Park and Ride Bus	39%
Rail	1%
Total	100%

2.3.3 Baseline data for Sizewell C worker travel is required to be collected annually via a Workforce Travel Survey as per Table 5.1 of the CWTP. An update was provided to the TRG in March 2024 that this was being progressed and it is currently intended to issue the survey to works in April / May 2024, subject to approval from SCC to the draft survey that will be provided by Sizewell prior to the survey being completed.

2.3.4 When the survey is completed, this will enable a baseline mode share to be collected to observe to the mode share targets in **Table 2.3**. The results will be shared with TRG, most realistically, at its July 2024 meeting.

2.3.5 It is concluded that this requirement be **kept under review** by the TRG.

ii) Visitors

2.3.6 As required in paragraph 4.9.1 of the CWTP, visitor mode shares to the MDS must be monitored by Sizewell C via booking systems on arrival.

2.3.7 Review has been undertaken by Sizewell C as follows:

- Visitor mode share data is now available and has been recorded via a visitor booking system that collects daily and weekly arrivals. This information can be shared with TRG upon request; and

- Information will also be provided to visitors regarding sustainable travel options when booking a visit to the site via the Visitor Management System. This is currently on track for implementation by end of April 2024 and will notify visitors of their sustainable travel options to / from the MDS, including:
 - Locations of car, motorcycle and cycle parking;
 - Local bus timetables;
 - Darsham railway station timetables and sustainable connectivity options to/from Darsham railway station;
 - Walking routes from Leiston to the site; and
 - A car sharing app.

2.3.8 It is concluded that this requirement be **kept under review** by the TRG.

2.4 Car Trips In / Out of MDS Car Park

2.4.1 As required in paragraph 5.2.2 of the CWTP, all Sizewell C car parks other than the FMF must have a permanent Automatic Traffic Counter installed to monitor car arrivals and departures on a continual basis.

2.4.2 Review has been undertaken by Sizewell C as follows:

- The ATC has yet to be installed, aiming for Q2 2024. In lieu of an ATC, all vehicle numbers on the main car park are checked twice daily for accuracy and movements of any HGV are recorded by the DMS; and
- As per the requirements of Table 5.1 of the CWTP, Sizewell C can provide ATC data weekly to the TRG if this is required.

2.4.3 It is concluded that this requirement be **kept under review** by the TRG.

2.5 Cycle and Motorcycle Parking Utilisation

2.5.1 As required in Table 5.1 of the CWTP, there is a requirement for Sizewell C to monitor utilisation levels once per month (on a weekday) at its bicycle and motorcycle parking facilities at all Sizewell C car parks. There is currently provision for 10 No. cycle spaces and 4 No. motorcycle spaces at the MDS.

2.5.2 Observed utilisation levels for March were as follows:

- MCA:
 - 3 No. and 2 No. cycles were observed to be parked on 12/03/24 and 18/03/2024, respectively; and
 - 1 No. motorcycle was observed to be parked on both 12/03/24 and 18/03/2024.
- ACA:
 - No update on cycle or motorcycle parking is currently available.

2.5.3 It is concluded that this requirement be **kept under review** by the TRG.

2.6 Patronage of Each Bus Service

2.6.1 As required in Table 5.1 of the CWTP, there is a requirement for Sizewell C to monitor the patronage of each bus service procured by Sizewell C monthly, during the 1st three months of construction, and quarterly thereafter.

2.6.2 Review has been undertaken by Sizewell C as follows:

- At the time of writing, no bus services have yet been procured and therefore no patronage data is available;
- A tendering exercise will begin in May 2024 to establish a long-term bus operator for the primary bus contract with an intention to award the contract and onboard the successful bidder by the end of January 2025;
- A shuttle service is planned to commence between the new Rockford office and Sizewell C. The minibuss service will operate Monday to Friday in starting from May 2024; and
- The hydrogen bus pilot is planned to commence in August 2024, providing direct services from Pakefield, Ipswich Railway Station and Martlesham Park and Ride.

2.6.3 It is concluded that this requirement be **kept under review** by the TRG.

2.7 Profile of Bus Arrivals to / from MDS

2.7.1 As required in Table 5.1 of the CWTP, there is a requirement for Sizewell C to monitor bus arrival / departure data at the MDS to provide further appraisal of workforce shift patterns.

2.7.2 Review has been undertaken by Sizewell C as follows:

- As per section 2.6 above, no patronage data is currently available, but will be at the end of April 2024, following the commencement of the internal bus transfer between the MCA and TCA. Data will be collected from the point of the first service; and
- Sizewell C therefore proposes to obtain bus arrival / departure data at the MDS via the permanent ATC when this is installed and when the services are operational. It is anticipated that the ATC will be installed in Q2 2024.

2.7.3 It is concluded that this requirement be **kept under review** by the TRG.

2.8 Mode Share of the AD site Construction Workforce

2.8.1 As required in Table 5.1 of the CWTP, there is a requirement for Sizewell C to monitor the mode share of construction worker trips quarterly to the AD site via a manual count. Building on the discussion at the last TRG meeting, a proposed methodology for collecting this is set out as follows:

- SZC would collect data quarterly via:
 - 1 No. gate entrance count – conducted by SZC staff at the entrance to each AD site car parks a common weekday across all AD sites (same day) across a 0700-1900 period to record inbound and outbound trips every 15 minutes for the following modes:

Mode	First and final*	Main Mode**
Walk / Cycle		
Car Driver		
Car Passenger		
Direct Bus		
Park and Ride Bus		
Rail		
Other		
* First and final journey stage		
** Main mode journey distance represented by distance		

Plate 2.1 – AD Site Worker – Mode share collection methodology (Gate Entrance counts)

- 1 No. Automatic Traffic Count – as per DCO requirements, a permanent ATC will be installed by SZC at the entrance to each AD site car park that will continually collect data throughout the construction period every 15 minutes, 24/7, in each direction and for all modes other than Walk and Rail. This, hence, is the purpose of the gate entrance count (manual) to interrogate those trips entering their final and first journey stage that were otherwise main mode (distance) Rail, Bus or Walk trips.

2.8.2 No ATCs have yet been installed at the AD site car parks, so an update has been provided on the potential timescales for this as follows:

- ACA – target date of June 2024 for installation;
- MCA – target date of May 2024 for installation; and
- Park and Ride sites – sometime during Q3 2026 dependent on the construction of both sites.

2.8.3 It is concluded that this requirement be **kept under review** by the TRG.

2.9 Fly Parking

2.9.1 As required in Table 5.1 of the CWTP, there is a requirement for Sizewell C to monitor illegitimate worker parking off-site continually.

2.9.2 Review has been undertaken by Sizewell C as follows:

- This is to be reported monthly to TRG during the 1st three months of construction and quarterly thereafter, and monitored by the Sizewell C fly parking team; and
- No instances of fly parking amongst Sizewell C worker vehicles were recorded during March 2024.

2.9.3 It is concluded that this requirement be **kept under review** by the TRG.

2.10 Action Plan

2.10.1 A summary of the key CWTP priorities for the forthcoming monitoring period (Q2 2024) is provided below:

- A tendering exercise for the main bus contract to commence from May 2024; and
- The Workforce travel survey is to be issued to SCC in April / May 2024 for approval regarding collection mode share and other data for the MDS and AD construction sites. Results currently programmed for issue to the July 2024 TRG;
- Automatic Traffic Counters to be installed at all AD site car park entrances and at the existing MDS car park entrance;
- Workforce travel information pack to be provided to all new workers during their induction. The existing travel information pack has since been update and will be issued to all existing and new workers from May 2024;
- Designated car parking for car-sharers and visitors to be marked out at the MDS car park in May 2024. The level of visitor provision will reflect the average visitor numbers and will be monitored. This approach is to be mirrored at the ACA when it opens in June 2024. Management of allocated bays will be monitored by SZC site operatives initially with a view to explore alternative options;
- A travel information point will be installed at the ACA office from June 2024; and

-
- Distribution of the Workforce travel survey by end of May 2024 subject to SCC approval to content of the survey template.

2.11 CWTP Change Log

2.11.1 No changes to the CWTP have been requested to date.

3 Monitoring of Freight Movements

3.1 Introduction

- 3.1.1 The compliance requirements for monitoring Sizewell C construction freight movements were set out in paragraph 8.8.2 of the CTMP:

“Table 8.1 summarises the controls, targets and commitments set out in this CTMP and the data proposed to be collected in order to monitor the CTMP, a summary of which will be included in the monitoring reports. With the exception of complaints / issues, all data in relation to the CTMP will be collected through the DMS.”

- 3.1.2 The remainder of this section sets out the position for the month of March 2024.

3.2 Road, Rail, Marine Mode Share to / from the MDS

- 3.2.1 As required in paragraph 4.4.4 of the CTMP, Sizewell C has a requirement (**monitor**) to ensure a minimum 60% of construction materials (measured in tonnes) are delivered to / from the MDS by rail and sea, with the remainder being by road. This is to be reported annually to TRG.

- 3.2.2 Review has been undertaken by Sizewell C as follows:

- 100% of construction materials in March 2024 were delivered by road; and
- The 40% maximum target by road is for attainment over the course of the construction period and does not require compliance at this stage of commencement. Nor do the Rail and Marine infrastructure supporting the target come online until around 2026, including the Beach Landing Facility. It is therefore suggested this be kept under review and reported annually to the TRG as per the requirements of the CWTP.

- 3.2.3 It is concluded that that this target be **reviewed by TRG in Q1 2025**.

3.3 HGVs to / from the MDS

i) Routes

- 3.3.1 As required in paragraph 4.4.5 of the CTMP, Sizewell C has a requirement (**control**) to ensure all HGVs travelling to / from the MDS adhere to the prescribed Early Years routes – i.e. routes 1a, 2a and 3a. This is to be reported to each TRG meeting.

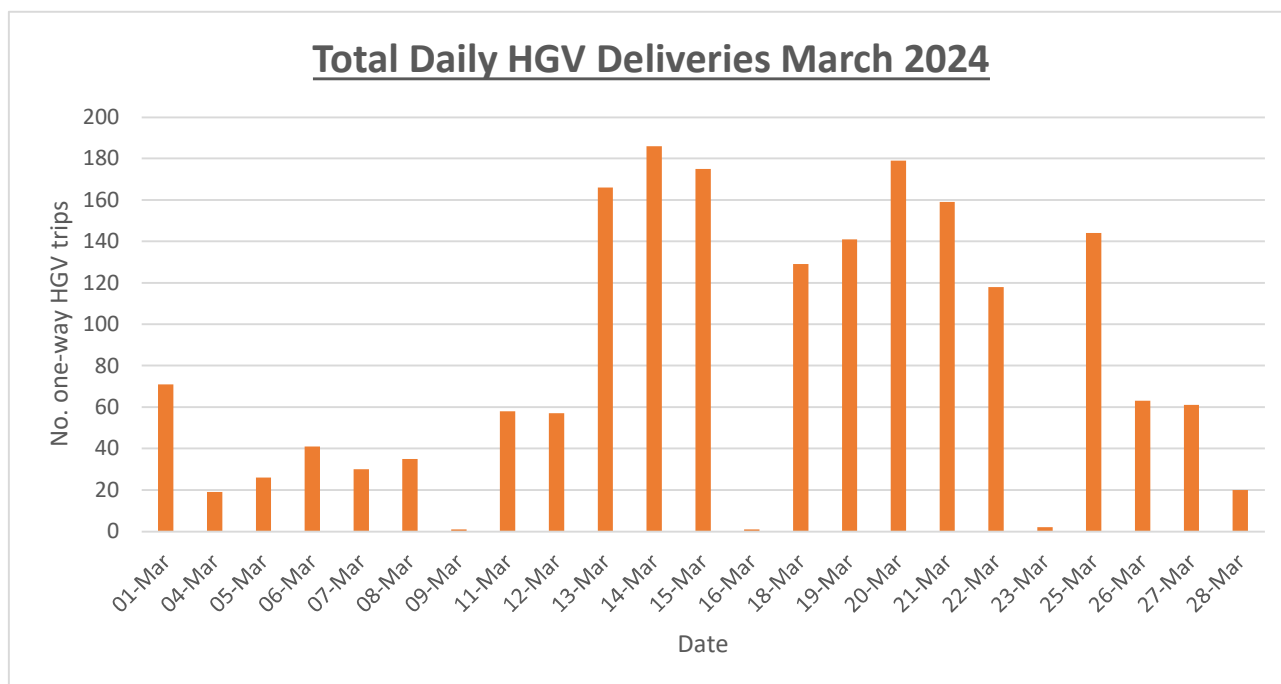
- 3.3.2 Review has been undertaken by Sizewell C as follows:

- 1,882 No. HGV trips (one-way) to the MDS were recorded in total for the month of March 2024;
- Of these, 5 No. trips (one-way) were not compliant to the Early Years route requirements;
- 99.73% compliance was therefore achieved by Sizewell C for all HGV trips to the MDS during the month; and
- A breakdown of these numbers per day is shown on **Plate 3.1**.

- 3.3.3 It is concluded that this control requirement was **not met** for the month of March 2024 since there were some instances of non-adherence to the approved routes. However, this was represented a low percentage of total trips (0.27%) and it is noted that Sizewell C took immediate remedial action to discuss the breaches with the relevant contractors, and that driver induction remain ongoing.

- 3.3.4 Sizewell C will continue to provide SCC with weekly updates on HGV routing as agreed at the January 2024 TRG.

Plate 3.1 – Actual HGV trips (1-way) to the MDS per day (March 2024)



ii) **Directional split of HGVs**

3.3.5 As required in paragraph 4.4.8 of the CTMP, Sizewell C has a requirement (**monitor**) to review the actual directional split of HGV trips to / from the north and south, to compare to the 85% south and 15% north split assessed in the Consolidated TA. This is to be reported to each TRG meeting.

3.3.6 Review has been undertaken by Sizewell C as follows:

- Routes to the 'north' are the CTMP Early Years routes 2a (A12 between Yoxford Roundabout and Lowestoft Port) and 3a (A12 between Yoxford Roundabout and Beccles) combined;
- Routes to the 'south' is the CTMP Early Year route 1a (A12 between Yoxford Roundabout and Seven Hills Interchange);
- Daily and monthly data has been assessed as shown on **Plates 3.2 – 3.3**. In summary,
 - 36.85% of HGV trips to the MDS in March 2024 were from the south (route 1a); and
 - Of the remaining trips to the north, 59.76% were around Beccles (route 2a) and the remainder therefore (3.39%) were from Lowestoft Port (route 3a).

Plate 3.2 – Actual HGV trips (1-way) to the north / south per day (March 2024)

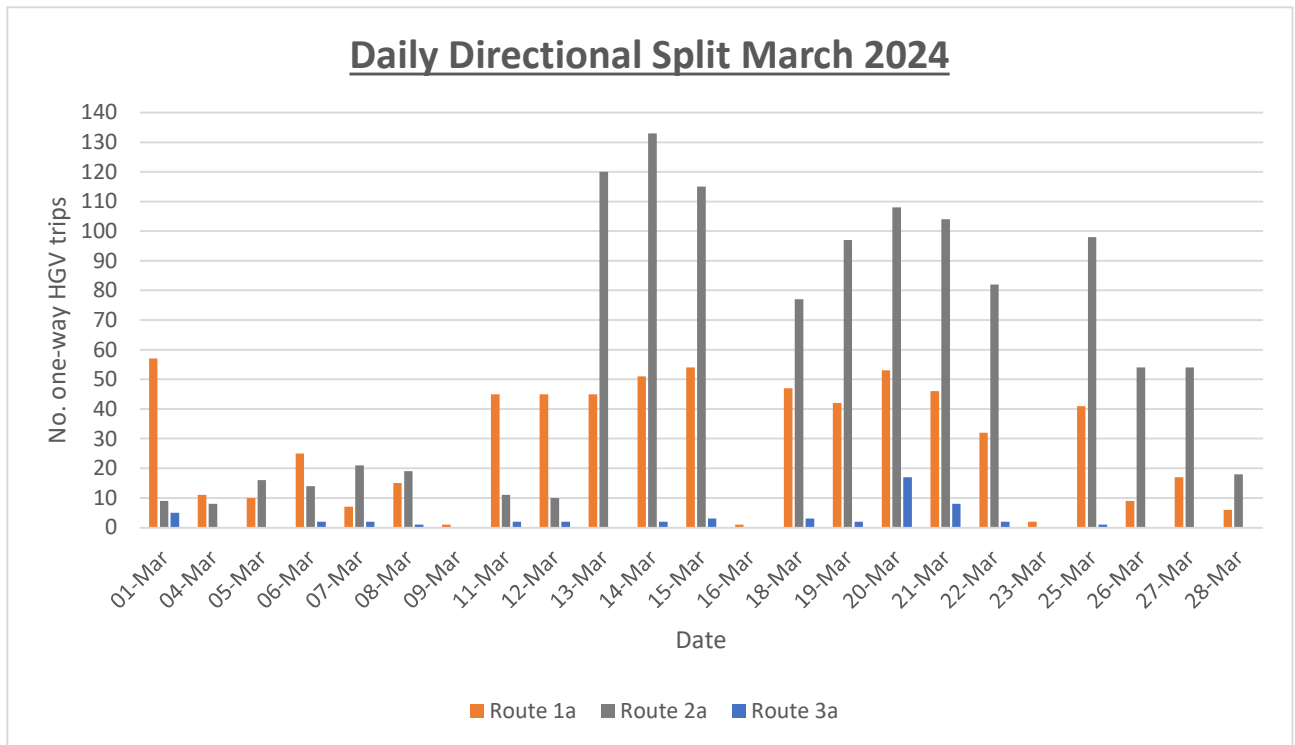
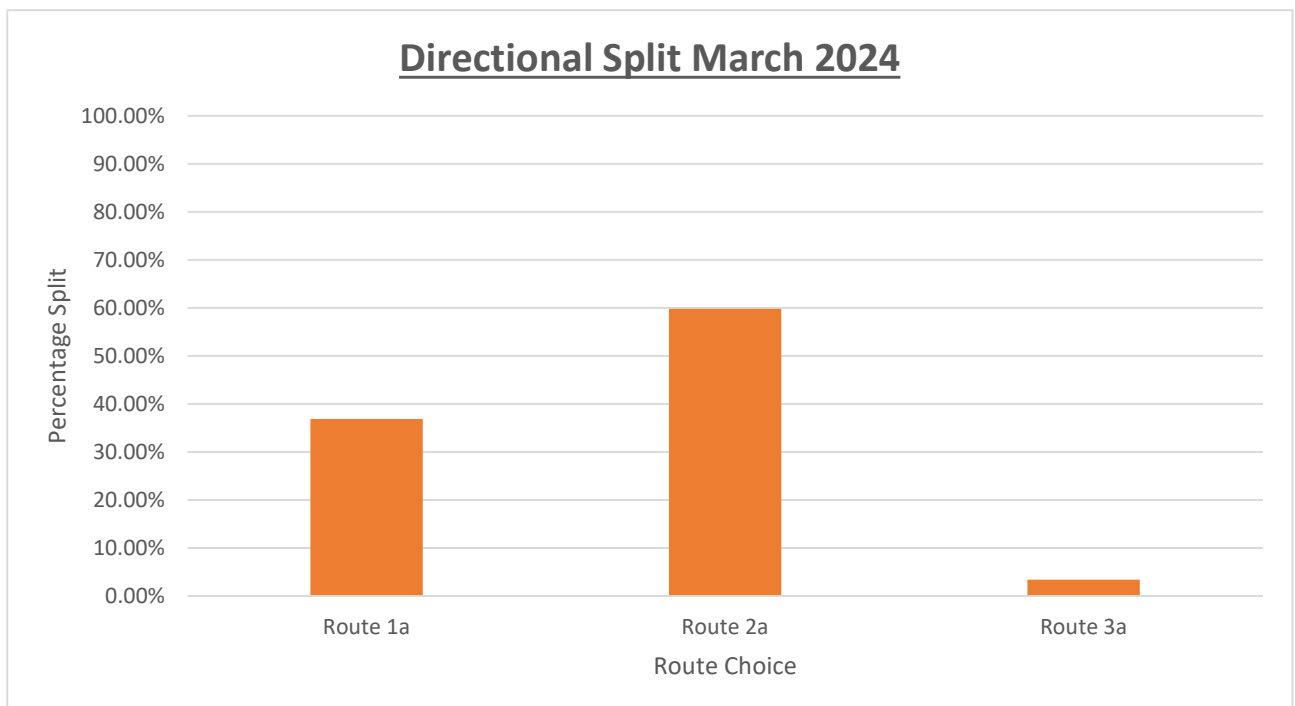


Plate 3.3 – Actual % of HGV trips to the north / south per month (March 2024)



3.3.7 It is noted that there was noticeable re-assignment of HGVs in March to the north of the A12 Yoxford / B1122 Roundabout – i.e. in February 2024 (as reported to the March 2024 TRG), 79.40% of HGVs were to the south. This reduced to 36.85% to the south in March. This was owing to the construction programme needs to import Type 1 stone and aggregate from a suppliers and quarries located north of Yoxford and based in Lowestoft. This change in assignment is expected to be temporary and will continue to be monitored.

3.3.8 It is concluded that this monitor requirement was met for the month of March 2024 since the obligation is to review

iii) Daily HGV / HDV Movement Caps

3.3.9 As required in paragraph 4.4.9 of the CTMP, Sizewell C has a requirement in the Early Years (**control**) to manage the number of HDV / HGV movements to and from the MDS across a 24-hour period on the B1122 through Theberton and Middleton Moor which is to be reported to the TRG each meeting. A summary of the movements per hour per day is presented in **Plate 3.4**.

Plate 3.4 – Actual Daily HDV Trips (1-way) to the MDS (March 2024)

Dates:	07:00-08:00	08:00-09:00	09:00-10:00	10:00-11:00	11:00-12:00	12:00-13:00	13:00-14:00	14:00-15:00	15:00-16:00	16:00-17:00	17:00-18:00	Grand Total
01-Mar	2	19	4	12	9	2	5	11	7	0	0	71
04-Mar	2	1	5	1	3	4	1	1	1	0	0	19
05-Mar	1	3	8	1	3	6	2	0	2	0	0	26
06-Mar	1	5	4	12	4	5	0	8	1	1	0	41
07-Mar	0	6	3	10	3	2	2	4	0	0	0	30
08-Mar	1	6	5	9	4	3	2	5	0	0	0	35
09-Mar	0	1	0	0	0	0	0	0	0	0	0	1
11-Mar	0	11	4	9	6	4	14	5	2	3	0	58
12-Mar	0	7	10	6	11	0	8	11	3	1	0	57
13-Mar	2	20	23	18	20	24	9	19	15	13	3	166
14-Mar	0	25	25	26	23	25	12	17	15	11	7	186
15-Mar	0	27	26	21	25	21	21	10	14	9	1	175
16-Mar	0	1	0	0	0	0	0	0	0	0	0	1
18-Mar	3	23	22	7	17	18	6	9	12	7	5	129
19-Mar	1	22	15	9	26	14	14	13	12	12	3	141
20-Mar	7	26	24	21	24	20	10	15	19	11	2	179
21-Mar	1	27	22	13	28	18	7	20	17	6	0	159
22-Mar	2	24	20	9	26	10	3	8	12	4	0	118
23-Mar	0	1	0	1	0	0	0	0	0	0	0	2
25-Mar	1	27	18	15	20	12	9	11	17	11	3	144
26-Mar	1	12	6	7	9	6	5	3	8	5	1	63
27-Mar	4	11	5	7	7	7	6	3	4	6	1	61
28-Mar	0	8	3	1	2	0	0	1	5	0	0	20
Grand Total	29	313	252	215	270	201	136	174	166	100	26	1882

3.3.10 Review has been undertaken by Sizewell C as follows:

- Monday-Friday – no more than 600 No. two-way Sizewell C HDV trips per day are permitted;
- Saturday – no more than 500 No. two-way Sizewell C HDV trips per day are permitted; and
- Sunday and Bank Holidays – no Sizewell C HDV trips are permitted.

3.3.11 Conclusions from **Plate 3.4** are drawn as follows:

- HDV flows peaked at 186 No. one-way (372 No. two-way) on 14th March 2024, but did not exceed the caps;
- The average weekday daily HDV flow was considerably lower than this, at 94 No. one-way (188 No. two-way); and
- HDV flows were minimal on Saturdays and zero (not shown) on Sundays.

3.3.12 It is concluded that this control requirement was **met** for the month of March 2024.

iv) Network Peak Hour HDV / HGV Movement Caps

3.3.13 As required in paragraph 4.4.16 of the CTMP, Sizewell C has a requirement in the Early Years (**control**) to manage the number of HDV / HGV movements to and from the MDS during the weekday AM 0800-0900 and PM 1700-1800 network peak hour periods. This is to be reported to each TRG meeting.

3.3.14 Review has been undertaken by Sizewell C as follows:

- HDV flows in March 2024 did not exceed 27 No. one-way (54 No. two-way) during the AM peak, or 7 No. one-way (14 No. two-way trips) during the PM peak.

3.3.15 It is concluded that this control requirement was **met** for the month of March 2024.

v) Shoulder Peak Hour HDV / HGV Movement Caps

3.3.16 As required in paragraph 4.4.17 of the CTMP, Sizewell C has a requirement in the Early Years (**monitor**) to manage the number of HDV / HGV movements to and from the MDS during the weekday AM 0700-0800 and PM 1600-1700 shoulder peak hour periods. This is to be reported to each TRG meeting.

3.3.17 Review has been undertaken by Sizewell C as follows:

- HDV flows in March 2024 did not exceed 7 No. HDVs one-way (14 No. two-way) during the AM or 13 No. one-way (26 No. two-way) in the PM shoulder peaks.

3.3.18 It is concluded that this monitor requirement was **met** for the month of March 2024.

vi) HGV timing restrictions

3.3.19 As required in paragraph 4.4.18 of the CTMP, Sizewell C has a requirement in the Early Years (**control**) to manage the timing of HDV / HGV movements through Theberton and Middleton Moor. This is to be reported to each TRG meeting.

3.3.20 Review has been undertaken by Sizewell C as follows:

- No Sizewell C HGVs are permitted to use the B1122 through Theberton and Middleton Moor between 2300-0700 hours, nor are HGVs permitted to use the CTMP HGV routes within the Suffolk boundary north of the A12 / A14 Seven Hills junction after 0000 hours and before 0600; and

- The DMS has been consulted and 1 No. HGV delivery occurred in March 2024 during these hours, representing <0.1% of total HDVs. Remedial action has been taken to reaffirm control requirements to the contractor.

3.3.21 It is concluded that this control requirement was **not met** for the month of March 2024.

vii) Best Practice Fleet Operation

3.3.22 As required in paragraph 4.4.48 of the CTMP, Sizewell C has a requirement (**monitor**) to ensure that all contractors are FORS Silver accredited where possible and FORS Bronze as a minimum, unless otherwise agreed with the TRG.

3.3.23 Compliance levels in March 2024 were as follows:

- Of the 1,882 No. HDV deliveries (one-way), a total of 165 No. vehicles were non-FORS compliant which equates to a 91.23% compliance level; and
- Of the remaining 1717 No. HDV deliveries (one-way trips), 1380 No. were FORS Silver-registered and above vehicles, and 337 No. were Bronze.

3.3.24 It is concluded that this monitor requirement was **not met** for the month of March 2024 since FORS Bronze is a minimum requirement, albeit the majority of vehicles were compliant. Sizewell C will continue to prioritise this through its supply chain.

viii) HDV Emission Standards

3.3.25 As required in paragraph 4.4.52 of the CTMP, Sizewell C has a requirement (**control**) to ensure that all Sizewell C HDVs comply with the requirements of Euro VI emission standards unless it is an exempt vehicle. The number of exempt vehicles should be kept to below 8% of total HDV movements. This is to be reported to each TRG meeting.

3.3.26 Compliance levels in March 2024 were as follows:

- Of the 1,882 No. HDV deliveries, all vehicles were Euro VI compliant; and
- Currently the DMS is unable to disaggregate Euro VI from V vehicles, however this is being investigated with the provider (Datascopes) with a view to enable this information to be available for future monitoring reports.

3.3.27 It is concluded that this control requirement was **met** for the month of March 2024.

3.4 HGVs between MDS and the LEEIE

3.4.1 Whilst the LEEIE (now known as the Ancillary Construction Area) is currently being developed, no HGV trips were booked in the DMS in March 2024 between the MCA and the ACA (formerly known as the LEEIE).

3.4.2 It is concluded that this be **kept under review**.

3.5 HGVs to / from the Associated Development sites

3.5.1 This has been reviewed as follows:

- No HGV trips were booked in the DMS in March 2024 to / from the AD sites; and
- This is consistent with all AD sites currently being at pre-construction stage other than Benhall, where no work took place in March 2024.

3.5.2 It is concluded that this be **kept under review**.

3.6 LGVs to / from the MDS

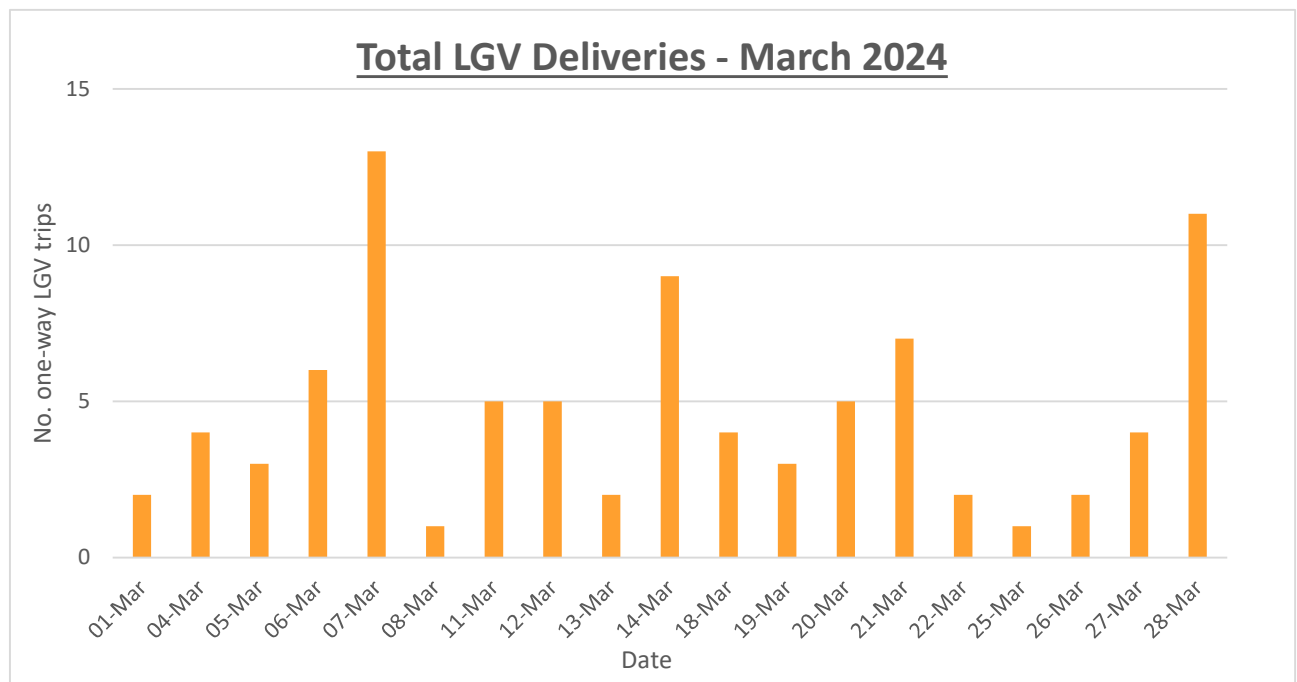
3.6.1 As required in paragraph 6.2.4 of the CTMP, Sizewell C has a requirement (**monitor**) to ensure all LGVs travelling to / from the MDS are recorded in the DMS-booker. Furthermore, paragraph 6.2.6 requires that if there are “consistent exceedances” of actual numbers of LGVs compared to what was assessed in the Consolidated TA, the TRG.

3.6.2 Compliance levels in March 2024 were as follows:

- All LGVs arriving at the MDS in March 2024 booked onto the DMS system; and
- A total 89 No. LGV trips (one-way) were generated to / from the MDS during the month of March 2024 as shown on **Plate 3.5**, compared to a maximum of 125 No. daily LGV trip one-way forecast in the Consolidated TA during the Early Years.

3.6.3 On the basis that the observed No. of daily LGVs in March 2024 is considerably lower than forecast in the Consolidated TA for the Early Years, it is concluded that this be **kept under review**.

Plate 3.5 – Actual No. of LGV trips 1-way per day to the MDS (March 2024)



3.7 LGVs to / from the postal consolidation facility and the Southern P&R

3.7.1 There is no data to report since these sites remain at pre-construction stage.

3.7.2 It is concluded that this be **kept under review**.

3.8 AILs by road to / from the MDS

- 3.8.1 The CTMP requires that, for each reporting period, the number of AIL movements, routes used and compliance restrictions be recorded and included in the TMR.
- There was a total of 23 No. one-way AIL movements (46 No. two-way), all of which were compliant with timing and route restrictions.
- 3.8.2 It is concluded that this requirement was **met** for the month of March 2024.

3.9 CTMP Action Plan

- 3.9.1 A summary of the key CTMP priorities for the forthcoming monitoring period (Q2 2024) is provided below:
- To increase the percentage of FORS compliant HGVs;
 - To increase the percentage of CLOCS compliant HGVs;
 - To increase the percentage of vehicles being tracked into Sizewell C Project;
 - Reinforce to all haulier drivers via responsible Tier 1 Contractors to use the preferred routes to the MDS; and
 - Reinforce to all haulier drivers via responsible Tier 1 Contractors not to travel during HGV exclusion timings

3.10 CTMP Change Log

- 3.10.1 The report has been updated to Revision A status further to the approval (unanimous) given at the January 2024 TRG to make minor amendments. This is provided in **Appendix A**.

4 Traffic Incident Management Plan

4.1 Introduction

- 4.1.1 The TIMP outlines the responsibilities of stakeholders in the event of a traffic incident occurring within the Incident Management Area (IMA) as set out in the DCO.

4.2 TIMP update

- 4.2.1 Sizewell C's Incident Management team continues to work with stakeholders to implement the TIMP, including:
- Adhering to the Incident Communications Protocol, as agreed with Suffolk Constabulary, the Emergency Services, National Highways, SCC and ESC in December 2023. This provides clarity to each stakeholder on the process to follow should a traffic-related incident occur within the Incident Management Area; and
 - No incidents were recorded in March 2024 requiring the triggering of the TIMP by Sizewell C
- 4.2.2 All incidents are constantly monitored and catalogued by Sizewell C and reported to each TRG meeting.

4.3 TIMP Action Plan

- 4.3.1 A summary is provided below of the actions put forward by the Sizewell C Incident Manager for Quarter 2 2024 regarding the TIMP.
- Continue working with stakeholders in accordance with the TIMP incident communications protocol to respond to incidents as they occur on the highway network (currently unknown); and
 - Continue to implement the TIMP.

4.4 TIMP Change Log

- 4.4.1 There have been no requests from TRG members to amend the TIMP.

5 Transport Engagement Update

5.1 Introduction

This section summarises key engagement that has taken place in March 2024.

5.2 Overview

5.2.1 Sizewell C's approach to engagement with the local community was agreed as part of the DCO. This is summarised in **Plate 5.1**.

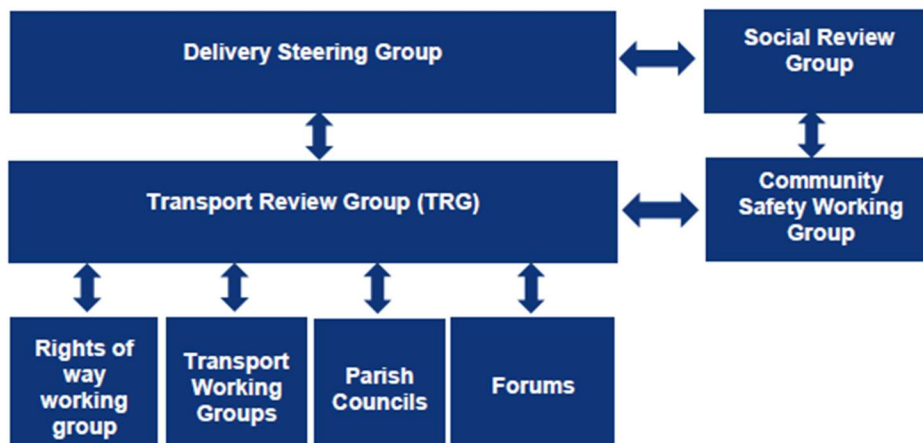


Plate 5.1 – Sizewell C engagement process

5.3 Transport Working Groups

5.3.1 There were no meetings of Transport Working Groups in March 2024. Requirements following initial meetings are to meet every quarter at minimum (aside from the Rights of Way Working Group which is every 6 months) or otherwise decided by individual groups as per Section 2.7 of the CTMP Revision A. Therefore, all Sizewell C requirements have been fulfilled.

5.4 Transport Forums

5.4.1 There were also no meetings of Transport Forums in March 2024. Like the Transport Working Groups, the DoO sets out a minimum requirement for the frequency of meetings. No minimum frequency requirements were missed in March 2024 and all responsibilities were fulfilled.

5.5 Leiston Information Centre / Sizewell C Free Phone

5.5.1 Sizewell C also engage with the community to obtain feedback via the Leiston information centre and the Sizewell C free phone. A total of 178 No. enquiries were recorded to have been made in March 2024, most of which are classified to be general enquiries. However, concerning transport the following were received:

- 18 No. enquiries were made regarding construction vehicles and permissive routes;
- 0 No. enquiries were made in relation to traffic incidents; and
- 1 No. requests were made for email alerts to be issued on wide load updates.

-
- 5.5.2 From April, the estimated time of arrival of AIL deliveries will be added to AIL reports following feedback from the community.
- 5.5.3 A number of enquiries were made specifically concerning the B1122 resurfacing work including:
- 11 No. complaints (of which 7 No. were from individuals); and
 - 4 No. general questions
- 5.5.4 During the works to surface the B1122, two letters were sent ahead of works to approximately 700 properties in the area surrounding the works on each occasion. In addition, the publicly available workers tracker was updated daily with progress both on the map and latest information section.
- 5.5.5 For the March 2024 reporting period, the average response time to enquiries was two days. Sizewell C will continue to engage with the community over the course of the project and future transport related feedback will be provided to cover the previous reporting period.

Appendix A – TRG Voting Log

This contains:

- Sizewell C spreadsheet confirming list of votes taken since commencement on 15th January 2024